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C O N F I D E N T I A L AMMAN 003432

SIPDIS

TREASURY FOR ZARATE AND LINARDI
CPA FOR TRENT, CASTLE AND VARDAMAN

E.O. 12958: DECL: 05/05/2014

TAGS: [FAIR](#) [ETTC](#) [IZ](#) [JO](#) [SZ](#)

SUBJECT: IRAQI FALCON 50: JORDAN READY TO HAND IT OVER ONCE
REGISTRATION IS RESOLVED AND OUTSTANDING FEES ARE PAID

REF: A. BERN 00434

[1](#)B. AMMAN 01214

[1](#)C. STATE 95216

Classified By: CDA DHale:Reasons 1.5 (b) and (d).

[1](#)1. (C) SUMMARY: Jordan's Director General of Civil Aviation said that the Iraqi Falcon 50 which has been parked at Marka Airport for the past year could be turned over to Iraq once several issues are resolved. These include the fees charged for the aircraft, the need for the aircraft to be re-registered, and the need for an airworthiness certificate before the plane can be moved. END SUMMARY.

[1](#)2. (C) On May 4, visiting CPA official John Vardaman met with Hanna Najjar, Director General of the Jordan Civil Aviation Authority (JCAB) to discuss the Iraqi Falcon 50 which has been parked at Marka Airport since March 19, 2003. Najjar agreed that the aircraft was an "Iraqi asset" although it was registered in Liechtenstein and said he had agreed to a CPA and U.S. Embassy request not to move the plane. He said there was still some confusion about the registration since Iraqi authorities had told him the plane was registered in Sierra Leone. Najjar said the plane must be de-registered before it can be released. In addition, the GOJ is owed fees for parking the aircraft for over a year, fees that amount to "tens of thousands" of Jordanian dinars. Najjar said that under ICAO regulations, because of the registration, the plane must be flown by a Swiss-licensed crew and if the Swiss ask for the plane, "we will give it to them."

[1](#)3. (C) Najjar would need a letter from Liechtenstein saying that ownership of the plane has been transferred and that is has been de-registered. CPA must also clear any re-registration. Once Jordan receives this letter from Liechtenstein confirming that the plane has been de-registered and identifying the new owner, Jordan will still require formal approval from the CPA designating the plane as an Iraqi asset as well as a note from the Embassy saying that the Embassy does not oppose the transfer. In addition, a letter proposing release of the aircraft must be approved by the Jordanian Ministry of Transport. However, this can be done while the re-registration is pending.

[1](#)4. (C) In addition to being re-registered, the aircraft will need an airworthiness certificate before it can be moved. Najjar was uncertain as to whether the JCAB had anyone technically qualified to certify Falcons. Iraq would have to send an inspector to register the plane if the plane is to be registered in Iraq. However, if the plane were to be registered in Jordan, a Jordanian inspector would suffice.

[1](#)5. (C) Once this process was complete, all the outstanding fees generated by the aircraft must be paid. Najjar was unsure whether there were additional handling charges due Royal Wings as well. Najjar concluded that this entire process could be completed within four or five weeks if all the documentation was complete.

[1](#)6. (U) This message was cleared by Vardaman prior to departure.
HALE